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| Item No. 4.5 | Classification: Open | Date: 21 November 2015 | Meeting Name: Borough, Bankside and Walworth Community Council |
| Report title: | | Elephant & Castle to Crystal Palace Quietway (QW7) Falmouth Road to Albany Road | |
| Ward(s) or groups affected: | | Chaucer, East Walworth and Faraday wards | |
| From: | | Head of Highways | |

RECOMMENDATIONS

1. That the community council notes the responses received and the low response rate (77 responses from approximately 1700 leaflets distributed).
2. That the community council supports the proposed recommendations to the cabinet member for environment and the public realm to implement the Elephant & Castle to Crystal Palace Quietway (QW7) Falmouth Road to Albany Road proposals subject to statutory procedures, as detailed in paragraph 12.

BACKGROUND INFORMATION

3. In accordance with Part 3H paragraph 19 and 21 of the Southwark constitution, community councils are to be consulted on the detail of strategic parking/traffic/safety schemes. In practice this is carried out following public consultation.
4. The community council is now being given opportunity to make final representations to the cabinet member following public consultation.
5. This report summarises the results of the public consultation undertaken on the section of the route in Borough Bankside and Walworth. The overall route runs from Elephant and Castle to Crystal Palace and the route south of Albany Road is subject to separate consultations and reports to the relevant community councils in a future route. The objectives of the overall scheme are to:
 - Provide a network of continuous and safe cycle routes across inner London;
 - Improve road safety;
 - Better conditions for cyclists;
 - Improve accessibility for all road users; and,
 - Enhance quality of the streetscape.
6. Full details of all results associated with the study can be found in Appendix A the 'Consultation Summary'.
7. The ward members were made aware of the scheme and the associated design in September 2015.

KEY ISSUES FOR CONSIDERATION

8. Public consultation took place with all residents and businesses within the consultation area from the 25 September 2015 until the 23 October 2015. An open day event also took place on the 7 October 2015 at the Michael Faraday Primary School (Portland Street, London SE17 2HR).
9. Approximately 1700 properties/businesses along the route were consulted as part of this consultation of which 77 responses were received. This response rate of 4.5% is low.
10. Overall, 84% of respondents to the public consultation between Falmouth Road and Albany Road were in favour of the proposals (a total of 77 responses). However, the table below summarises the key concerns and objections to the scheme:

| Proposal | Concern/Objection |
|---|---|
| Overall | Speeding and rat-running along Brandon/Portland Street will not be discouraged. Road closures are required. |
| | Additional cycle facilities requested, such as London Bike Hire stations towards Walworth Road and community cycle lockers along Brandon/Portland Street. |
| Extension of double yellow lines | Loss of parking and concern that safety will not be improved. |
| Removal of footway parking on Brandon Street, near junctions with East Street | Loss of parking for the East Street traders and shoppers. |
| Two-way cycle lane on Rodney Place and Rodney Road | Congestion on Elephant & Castle Roundabout and increased journey times. |
| Northbound one-way working on Rodney Place, between Munton Place and New Kent Road, except cyclists | |
| Right turn ban from Rodney Road into Rodney Place | |
| Changes at Albany Road / Portland Street junction | Suggestions for improvements at Wells Way junction in addition to at Portland St. |
| | Cyclist safety around segregation and parking bays. |

Officer responses to the above comments can be found in Appendix B. Full details of the consultation responses are contained within Appendix E.

11. Any residents who are not aware of the proposal in the identified location still have a further opportunity to object during the statutory consultation stage which precedes implementation of certain elements of the proposals. Any such objections will need to be formally considered by the cabinet member prior to implementation.

Recommendations to the Cabinet Member for Environment and the Public Realm

12. On the basis of the results of the public consultation, the cabinet member is recommended to note the concerns and objections of respondents whilst

approving the further design of the Elephant & Castle to Crystal Palace Quietway (QW7) Falmouth Road to Albany Road proposals with a view to implementing the route subject to completion of the statutory procedures.

13. Further considerations will be given throughout the detailed design phase of this project to address the specific comments raised from the consultation and localised consultations carried out where changes to the proposals are made.

Policy implications

14. The recommendations contained within this report are consistent with the London Borough of Southwark's policies within the Transport Plan 2011, particularly:

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|-------------|---|
| Policy 1.1 | Pursue overall traffic reduction |
| Policy 1.7 | Reduce the need to travel by public transport by encouraging more people to walk and cycle |
| Policy 1.12 | Ensure that cycle parking is provided in areas of high demand and in areas where convenient |
| Policy 2.3 | Promote and encourage sustainable travel choices in the borough |
| Policy 4.1 | Promote active lifestyles |
| Policy 5.8 | Improve perceptions of safety in the Public Realm |
| Policy 6.3 | Support independent travel for the whole community. |

Community impact statement

15. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
16. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions and social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals. Cyclists will benefit.

Resource implications

17. This report is for the purposes of consultation only and there are no resource implications associated with it.

Consultation

18. Ward members were consulted prior to commencement of the consultation.
19. Public consultation was carried out in October 2015, as detailed in Paragraph 8. Four residents attended the open day event that took place on the 7 October 2015 at the Michael Faraday Primary School (Portland St, London SE17 2HR). Their feedback was received either via post or online and is captured in Appendix E of this report.
20. This report provides an opportunity for final comment to be made by the community council prior to a formal decision scheduled to be taken by the cabinet member for environment and the public realm following this community council meeting.

21. If approved for implementation certain elements of the proposals will be subject to statutory consultation required in the making of the relevant traffic management orders. This gives further opportunity to comment and object given the amended proposals. The designs will be subject to further modifications and road safety audits.

REASON FOR URGENCY

22. Not reporting until the next community council meeting would put the overall programme at risk. This would put Transport for London (TfL) funding for the proposals at risk. For the proposals to be completed in 2016 as per TfL's funding conditions, a decision by the cabinet member is required in early January 2016.

REASON FOR LATENESS

23. Additional analysis of the consultation responses was required to deal with some of the issues raised during the public consultation.

Background Documents

| Background Papers | Held At | Contact |
|--|--|---|
| The Mayor's Vision for Cycling in London | Southwark Council Environment and the Public Realm Network Development 160 Tooley Street London SE1 2QH Online: http://content.tfl.gov.uk/gla-mayors-cycle-vision-2013.pdf | Clement Agyei-Frempong 020 7525 3541 |

APPENDICES

| No. | Title |
|------------|--|
| Appendix A | Responses to consultation questions |
| Appendix B | Main consultation issues and responses |
| Appendix C | Consultation plans |
| Appendix D | Consultation area |
| Appendix E | Detailed consultation responses |

AUDIT TRAIL

| | | |
|---|---|--------------------------|
| Lead Officer | Matthew Hill, Head of Highways | |
| Report Author | Clement Agyei-Frempong, Senior Engineer | |
| Version | Final | |
| Dated | 16 November 2015 | |
| Key Decision | No | |
| CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER | | |
| Officer Title | Comments Sought | Comments included |
| Director of Law & Democracy | No | No |
| Strategic Director of Finance and Governance | No | No |
| Date final report sent to Constitutional Team | 17 November 2015 | |